

SUBJECT: (Optional)		Telephone Conversation with Representative Wolf's Office on 15 December 1983		EXTENSION		NO.	
FRC		Chief, New Building Project Office, OL 4E50 Hqs				OL 2130-83	
TO: (Officer designation, room number, and building)		DATE		OFFICER'S INITIALS		DATE	
		RECEIVED	FORWARDED			20 DEC 1983	
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20 DEC 1983

MEMORANDUM FOR THE RECORD

SUBJECT: Telephone Conversation with Representative Wolf's Office
on 15 December 1983

1. The undersigned received a call from Nancy Bennett, aide to Congressman Frank Wolf, on 15 December 1983. Ms. Bennett stated that Mr. Kent Maxfield had requested a meeting of local citizens with the Congressman to discuss traffic issues associated with CIA expansion. Ms. Bennett was calling to gather information regarding the issues raised by Mr. Maxfield.
2. The issues being raised are:
 - a. The Agency has unrealistic estimates of achievable carpool ratios. Therefore, parking and traffic implications are more severe than represented in the road analyses undertaken by Virginia.
 - b. The (traffic) data has been manipulated.
 - c. The Congressman has to help achieve improvements to dangerous intersections along Routes 123 and 193.
 - d. Improvements must be made to the I-495/GW Parkway interchange.
3. Ms. Bennett requested the writer's comments on these issues. The responses were as follows:
 - a. Mr. Maxfield repeatedly has raised this subject and repeatedly has been advised that the Agency has experience with the carpool ratios required by the expansion. In our opinion, the only thing that will satisfy Mr. Maxfield is to disclose Agency employment, and that is impossible because total employment figures are classified.
 - b. We have no idea what data Mr. Maxfield feels has been manipulated but suggest that he is on thin ice with such an allegation.
 - c. The issue of safety improvements to Routes 123 and 193 will be an issue between Representative Wolf and his constituents as the Agency cannot assume responsibility for general safety problems in the area.

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- d. Improvement of the I-495/Parkway interchange also appears to be a general transportation problem that the Agency cannot assume responsibility for.

4. Ms. Bennett asked if the undersigned could offer any other advice to the Congressman with regard to the requested meeting. It was recommended that the Congressman talk to Mr. Urquhart, Chairman of the National Capital Planning Commission, since this is an organization that is currently performing an oversight function with respect to Agency planning.



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New Building Project Office
Office of Logistics

OL/NBPO



(20 Dec 83)

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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

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83-0311/95

23 SEP 1983

The Honorable Frank R. Wolf
Committee on Public Works
and Transportation
House of Representatives
Washington, D.C. 20515

Dear Mr. Wolf:

This letter is to advise you of the progress that has been made addressing the McLean citizen issues raised by the community concerning our planned expansion.

In my first note of 29 July 1983, I discussed efforts underway to form a Traffic Advisory Committee to work with us during the road design and the imminent selection of a design consultant by the Virginia Department of Highways and Transportation (VDH&T). Since then, you have received the minutes of the first meeting of the Traffic Advisory Committee and are aware that the firm of Dewberry and Davis has been selected to do the analysis and design.

The first Committee meeting resulted in a recommendation from Mr. Maxfield of the Ad Hoc Committee to add an additional alternative to the scope of work of the consultant. This alternative will assess the impact of placing all CIA expansion traffic on the Parkway. While the VDH&T and consultant representatives feel there is no real feasibility to this proposal, we have decided to incorporate the recommendation. Our reasoning is that even if the expert judgments are proven correct, the data developed will at least help demonstrate to the community the logic of our selection process.

Unfortunately, this change in scope occurred in the midst of contract negotiations between VDH&T and the consultant, causing a delay while the consultant reworked his proposal and reassessed the resource implications. Negotiations are once more in progress with the new contract date expected to fall in early October 1983.

With regard to internal studies of the Visitor Center, we have progressed to the point where we feel confident that we can separate some of the security functions planned for the Route 123 entrance and relocate them to the Parkway entrance. Specifically, we believe that visitors arriving by privately owned automobiles can be processed through the Parkway entrance. This would

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The Honorable Frank R. Wolf

significantly reduce the visitor load at the Route 123 gate, leaving that gate to receive only commercial vehicles and public transportation that cannot use the Parkway. The penalty is initial and ongoing costs. To more precisely identify the costs, we are continuing our internal studies and asking our design firm to give us new cost estimates for the construction of additional facilities required.

There is little new to be said about the work being done on potential traffic control systems. Our committee continues to look for concepts and analyze the feasibility of implementing them. We are taking advantage of a current construction project on the Compound to experiment with one-way traffic as a means of increasing peak hour capacity of the internal road system. While not a traffic control measure in and of itself, we see the potential of one-way traffic flow in conjunction with interchange improvements to provide incentives to employees to use one entrance in preference to another.

As studies progress, it is becoming apparent that final decisions on the Visitor Center location and traffic control measures should await the outcome of the offsite roads study. How the roads will be dealt with and, hence, how the Agency traffic will be distributed may have a significant impact on these other issues.

Sincerely,

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Harry E. Fitzwater
Deputy Director
for
Administration

cc: Senator John Warner
Mr. Glen T. Urquhart
Chairman, National Capital
Planning Commission
Mrs. Nancy K. Falck
Dranesville District Supervisor

Distribution:

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OL/NBPO

(21 Sep 83)

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(22 Sep 83)

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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

20 SEP 1983

Enclosed for your files is a copy of the summary minutes of the second CIA Traffic Advisory Committee meeting.

Sincerely,

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Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution:

- 1 - ea CIA TAC Mbr, w/encl
 - Lilla Richards, MCA
 - Gloria Adams, Alt., MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - Pat Blood, Alt., Ad Hoc Cte
 - John F. Byrne, Geo Wash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.
- 1 ea - bcc w/encl
 - S. R. Conley, VDH&T
 - Nancy Bennett, Cong Wolf's D.C. Ofc
 - Pat Bennett, Cong Wolf's McLean Ofc
 - Nancy Falck, FFCo Supervisor
 - John P. Fowler, II, Dewberry & Davis
- 1 - DD/A, w/encl
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OL 2101-83

OL/NBPO

(21 Sep 83)

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Minutes of CIA Traffic Advisory Committee
15 September 1983

1. The second meeting of the CIA Traffic Advisory Committee was held at the McLean Community Center on 15 September 1983 at 6:30 p.m. A list of attendees is attached.

2. Mr. Conley, Virginia Department of Highways and Transportation (VDH&T), stated that the minutes of the first meeting contained an error. The correction is that the interchanges to be studied should state that the CIA-123 interchange will be studied rather than the Route 193/I-495 interchange.

3. Copies of the revised Committee charter were disseminated. The revisions reflected the addition of the Ad Hoc Committee as a member and the requested change to the procedure for calling special meetings.

4. The major subject of the meeting was a presentation of the scope of work for the consultant study by Mr. Fowler, Dewberry and Davis. Mr. Fowler spoke to the attached outline and milestone chart. He stated that, while the detailed man-hour loading and scheduling was not yet complete, he estimated 120 days to complete the preliminary design and evaluation of candidate alternatives.

5. Mr. Fowler affirmed that the VDH&T data provided to the consultant would be verified as part of the inventory at the beginning of the study. The traffic analysis would then proceed by using the data to assess the level of service at the five interchanges under each of the three distribution alternatives, i.e., all expansion traffic assigned to the Parkway, all expansion traffic assigned to Route 123, and expansion traffic distributed between Route 123 and the Parkway. The third Committee meeting would occur at the end of this analysis to present the results.

6. The consultant would then proceed to develop and evaluate preliminary alternatives for correcting the deficiencies at the interchanges. There would be a review with VDH&T and CIA during this phase to ensure that alternatives being pursued were consistent with the objectives of CIA and VDH&T. Mr. Maxfield expressed concern that some alternatives might not come to the attention of the Committee. [] responded that all alternatives presented to CIA and VDH&T would be discussed with the Committee as well as the criteria used to select among them. Mr. Pant, Fairfax County, stated that general experience in County Transportation planning has shown that the range of alternatives is limited. STAT

7. Mr. Bozarth, National Capital Planning Commission (NCPC), reiterated his concerns for the lack of attention to traffic management strategies in the analysis. He pointed out that such planning is contrary to the Regional planning principles supported by the Council of Governments and the NCPC. Mr. Boseman, VDH&T, restated the Department's position, i.e., in lieu of any

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enforcement authority, the State was compelled to design against what they consider the most likely traffic scenario. Mr. Maxfield supported the VDH&T position.

8. Mr. Bozarth questioned whether the environmental assessment would occur during or after the development of preliminary alternatives. Mr. Fowler stated that environmental factors would be considered throughout the design process but the formal environmental document would be prepared by VDH&T after submission of the design report.

9. Mr. Conley said that the contract would now be finalized based on the scope of work presented. This could take until 15 October 1983. Based on Mr. Fowler's time estimate, this would place completion of the traffic analysis phase at about 1 December 1983. [] stated that an advisory letter would be sent to Committee members as soon as a completion date for the analysis phase has been established. The meeting was adjourned at 7:40 p.m. STAT

Attachments:

1. List of Attendees
2. Outline & Milestone Chart

ATTACHMENT

Attendees

<u>Name</u>	<u>Organization</u>
ADAMS, Gloria A.	McLean Citizens Association
BENNETT, Nancy	Congressman Frank Wolf's Office
BLOOD, Patricia	Ad Hoc Committee
BOSEMAN, Jerry	Virginia Department of Highways & Transportation
BOZARTH, Donald	National Capital Planning Commission
BYRNE, John	George Washington Memorial Pkwy-National Park Service
CONLEY, S.R.	Virginia Department of Highways & Transportation
DuBOIS, Joan	Supervisor Falck's Fairfax County Office
FOWLER, John P. II	Dewberry and Davis
GRESHAM, Robert	National Capital Planning Commission
MAXFIELD, Kent A.	Ad Hoc Committee
	Central Intelligence Agency
PANT, Shiva K.	Fairfax County Office of Transportation
RICHARDS, Lilla	McLean Citizens Association
SMITH, George	McLean Citizens Association

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STUDY SCOPE
Evaluation of CIA Access Improvements

Inventory

Traffic Analysis

Review

Identification &
Evaluation of
Preliminary Alternatives

Review & Selection of
Candidate Alternatives

Preliminary Design &
Evaluation of
Candidate Alternatives

Review

Design Report

Environmental
Assessment - by VDHT

Public Meeting

DEWBERRY & DAVIS
September 15, 1983

SCOPE OF SERVICES OUTLINE
CIA ACCESS IMPROVEMENTS STUDY

PHASE I - Traffic Analysis, Design Alternatives and Public Meetings

A. Data Collection and Inventory

- 1) Traffic Data
 - a) Obtain data from VDH&T
 - b) Evaluate to confirm adequacy
 - c) Supplement, if needed, for requirement of project
- 2) Aerial Mosaics & Base Mapping
 - a) Obtain data from VDH&T
 - b) Assemble for Phase I purposes
- 3) Review Previous Concepts/Studies
- 4) Site Reconnaissance
- 5) Input from CIA, VDH&T and Advisory Committee

B. Evaluate Existing Access Network for:

- 1) Levels of traffic service for AM & PM peak periods using current and projected traffic volumes. Three traffic projections would be used for this analysis. They are:
 - All additional trips to CIA would occur on G.W. Parkway
 - All additional trips would be accommodated on Route 123
 - Additional trips would be distributed between G.W. Parkway and Route 123
- 2) Functional Adequacy
- 3) Compatibility w/CIA and VDH&T objectives and requirements

and

- 4) Define inadequacies of existing access points
- 5) Review findings with CIA, VDH&T and Advisory Committee

SCOPE OF SERVICES OUTLINE

Page -2-

C. Identify Preliminary Alternatives for Evaluation

- 1) Includes possible improvements to:
 - a) Route 123 @ CIA entrance, including Potomac School Access
 - b) Route 123 @ Route 193 intersection including Turkey Run Access Road intersection
 - c) George Washington Parkway/CIA Access Interchange
 - d) George Washington Parkway/Route 123 Interchange
 - e) George Washington Parkway/Capital Beltway (I-495) Interchange
- 2) Review Candidate Alternatives w/CIA and VDH&T

D. Evaluate Preliminary Alternatives

- 1) Route 123 @ CIA Entrance
 - a) Traffic service
 - b) Functional adequacy
 - c) Order of magnitude estimate of costs
 - d) Human environmental benefits and impacts
 - e) Compatibility with on-site requirements, security, phasing and funding constraints (if any)
- 2) Route 123 at Route 193 Intersection - including Turkey Run Access Road Intersection
 - a) Traffic service
 - b) Functional adequacy
 - c) Order of magnitude estimate of costs
 - d) Human environmental benefits and impacts
 - e) Compatibility with on-site requirements, security, phasing and funding constraints (if any)
- 3) Possible improvements to G.W. Memorial Parkway and G.W. Parkway interchange with Route 123, CIA and Beltway (I-495)
 - a) Traffic service

- b) Functional adequacy
 - c) Order of magnitude estimate of costs
 - d) Human environmental benefits and impacts
 - e) Compatibility with on-site requirements, security, phasing and funding constraints (if any)
- E. Select Alternatives for Detailed Evaluation
- 1) Review findings with CIA, VDH&T and Advisory Committee
 - 2) Selected viable candidates for Detailed Study
- F. Develop Preliminary Design of Candidate Alternatives
- 1) Geometric features, construction limits and right-of-way requirements, structure limits and traffic operation features
 - 2) Traffic service adequacy, signal warrants and preliminary signalization design
 - 3) Estimated costs
 - 4) Conformance with goals of CIA and VDH&T
 - 5) Prepare draft report of evaluation
 - 6) Review findings with CIA, VDH&T and Advisory Committee
- G. Prepare and distribute Design Report
- H. Environmental Assessment - to be performed by VDH&T

CENTRAL INTELLIGENCE AGENCY

WASHINGTON, D.C. 20505

8 SEP 1983

The second meeting of the CIA Traffic Advisory Committee will be held on 15 September 1983 at 6:30 p.m. in the McLean Community Center, Ingleside Avenue, McLean.

Enclosed is an outline of the revised scope of work to be performed by the Virginia Department of Highways and Transportation consultant. A consultant representative will be present to provide additional information.

Sincerely,



STAT

Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution:

- 1 - ea CIA TAC Mbr
 - Lilla Richards, MCA
 - Kent A. Maxfield, Ad Hoc Cte
 - John F. Byrne, GeoWash Mem Pkwy
 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.
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OL/NBPO

(08 Sep 83)

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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

1 SEP 1983

Enclosed for your files is a copy of the
summary minutes of the first CIA Traffic Advisory
Committee meeting.

STAT


Chairman
CIA Traffic Advisory Committee

Enclosure

Distribution w/encl:

- 1 - ea CIA TAC Mbr
 - Lilla Richards, MCA
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 - Donald E. Keith, VDH&T
 - Donald Bozarth, NCPC
 - Shiva K. Pant, FFCo Ofc of Trans.
- 1 - S. R. Conley, VDH&T, Richmond
- 1 - Nancy Bennett, Cong Wolf's D.C. Ofc
- 1 - Pat Bennett, Cong Wolf's McLean Ofc
- 1 - Nancy Falck, FFCo Supervisor
- 1 - John P. Fowler, II, Dewberry & Davis
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(1 Sep 83)

OL 2089-83

STAT

Minutes of CIA Traffic Advisory Committee
25 August 1983

The Chair convened the first meeting of the Traffic Advisory Committee at 1305 hours on Thursday, 25 August 1983. Attached is a list of attendees.

[] CIA, began by giving a brief background on the new building and said the purpose of this Committee is to help formulate a traffic analysis that all can agree on. In doing so, the Agency is mindful of the concerns of the citizens. [] turned the meeting over to Mr. Jerry Boseman, Virginia Department of Highways and Transportation (VDH&T). STAT STAT

Mr. Boseman said his traffic study came up with some gray areas, such as how many employees and how many cars.

Assumptions of the traffic study done by VDH&T are:

- o Maximum of 6,000 parking spaces.
- o Sixty percent of the Agency traffic would enter and exit during peak hour.
- o By the Year 2005, there will be a 30 percent growth in total traffic. This 30 percent increase includes CIA expansion traffic.
- o VDH&T noted these projections are comparable to those of the Dulles Toll Road study.
- o According to state plans, Route 123 will be widened to 6 lanes by the Year 2005.
- o CIA expansion is to be completed by 1987.

The question of adequate parking was raised by Kent Maxfield of the Ad Hoc Committee. [] responded by stating that by Fairfax County standards, which are based solely on building square feet, the number of parking spaces would have to be increased by 4 or 5 thousand. On the other hand, General Services Administration and National Capital Planning Commission (NCPC) guidance limit the Agency to 1,000 additional spaces. In balance, the Agency finds the planned parking adequate and comparable to that provided by other departments and agencies. STAT

Another question was raised by Lilla Richards, McLean Citizens Association (MCA) as to whether the Agency can expand the proposed parking garage.

[] said it was possible since the structure will be built on top of an existing parking lot. STAT

The VDH&T did not study traffic on Route 193 all the way to the beltway. If the Committee would like that information, it can be obtained. Route 193 is considered saturated.

Mr. Bozarth, NCPC, said they accept the 60 percent peak hour figure but would prefer to see VDH&T use numbers more closely approximating those expected from the CIA traffic management plan.

[] emphasized that the Agency is going to implement traffic management. The Agency has already made that commitment. STAT

Mr. Donald Keith, VDH&T, said the state has no enforcement power over the federal government. Therefore, VDH&T is compelled to design for the possibility that CIA does not honor its commitment.

Mr. Boseman stated that study alternative #1 includes directing more CIA traffic onto the Washington Memorial Parkway. The point was made that Agency traffic is already backed up getting onto the Parkway; it is hard to merge onto the Parkway.

Ms. Kitty Roberts, National Park Service, George Washington Memorial Parkway, stated the problem is not really on the Parkway but how many cars can get onto the beltway. The State of Maryland is going to add another lane on the Cabin John Bridge, but it will not be used for traffic, just as a breakdown lane. Maryland is also planning to widen the beltway. However, the widening is not anticipated before 1990.

Also under consideration is the addition of a fifth lane on Cabin John Bridge connecting the two Parkways. This is not as a result of the proposed CIA expansion.

The widening of the beltway to 8 lanes in Maryland would be from the Cabin John Bridge to Route 190.

The question was raised as to how much of the 30 percent increase in traffic is due to CIA expansion. Mr. Boseman said they can't tell right now. The 30 percent increase represents more than just peak hour traffic. It is total daily traffic.

Proposed expansion on Route 123 to 6 lanes from Lewinsville Road to the Parkway should be completed by the Year 2005.

All traffic counts by VDH&T were taken in the spring of 1983 (April) except the study for the CIA-Federal Highway entrance, which was done in July-August 1983.

A question was raised as to whether there should be other options between the first and second alternatives. VDH&T stated that the three proposed alternatives were the only ones they came up with.

Alternative #1 does not imply that 100 percent of the Agency traffic would be on the Parkway.

VDH&T said they can develop another alternative to see if it is possible to assign all expansion traffic to the Parkway. This analysis is a judgment on how the traffic will distribute itself for each scenario.

Mr. Keith pointed out that any major improvement work proposed for the Parkway would require an environmental impact study that would most likely result in a decision to look to Route 123 for capacity improvements instead.

The consultants, Dewberry and Davis, will study traffic patterns at five major intersections: 123-193; 123-Parkway; Parkway-CIA entrance off Parkway; Beltway-Parkway; and Beltway-193. The consultants will analyze what is needed to accommodate projected traffic growth.

The question was raised as to whether we need another alternative. Mr. Boseman said they came up with the ones they thought were realistic but if the group felt others were needed and came up with others, they would gladly look at them.

[] agreed with Mr. Maxfield that alternatives studied should represent a balanced view of the capabilities of the Parkway and Route 123.

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Mr. Conley, VDH&T, then introduced the consultants from Dewberry and Davis. They have not yet signed a contract to do this study but expect to soon. VDH&T will turn over the data from their traffic survey to the consultants. The consultants will take projected traffic and design alternatives. They may come up with several alternatives for each of the five locations they will be studying. At the completion of their study, they will come back to the Committee with their alternatives and make recommendations as to which they feel warrant further consideration. The alternatives would also be taken to citizens groups to get their views. After a final decision is made as to what alternative is most appropriate, the consultants will go into the final design stages.

Kent Maxfield asked whether the consultants will be studying such things as noise pollution, safety, etc. The answer was that an environmental assessment will be done by VDH&T. The scope of the consultant work is traffic analysis and engineering only.

There seemed to be some confusion as to exactly what the consultants will be doing. [] stated that a clear definition of the scope of their project should be the first item on the agenda for the next meeting.

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Ms. Joan Dubois, representative of the Dranesville Supervisor, stated that improvements to Route 193 are not currently in the state's 6-year plan.

[] proposed reconvening in 3 weeks. All agreed. The date of 15 September was tentatively set for the second meeting. [] will follow this up with a confirmation letter.

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Mrs. Lilla Richards, MCA, stated that MCA agreed to give up one seat to let the Ad Hoc Committee have representation on the Committee. They will each have one member and one alternate. Mr. Maxfield stated that he feels strongly that the Ad Hoc Committee should have separate but equal representation on the Committee. He stated that CIA had already accepted the position that the Ad Hoc Committee should have separate but equal representation. It was agreed by all that each group would have one member and one alternate.

[redacted] agreed to the addition of the Ad Hoc representative to the Committee.

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The charter states that a special meeting can be called if there are a majority who want it. Lilla Richards requested that any two groups could call a special meeting. [redacted] proposed that any member could call a meeting with the agreement of the Chair.

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There was discussion about changing 5 days' notice of meeting agendas to 10 working days. [redacted] said he had no problem with that if the group realizes the problems, namely, that the information would be dated by the time the Committee met. It was agreed to leave it at 5 days with the understanding that the group be given as much notice as possible.

STAT

The meeting was adjourned at 1505 hours.

ATTACHMENT

Attendees

Name	Organization	
ADAMS, Gloria A.	McLean Citizens Association	
BENNETT, Pat	Congressman Frank Wolf's Office	
BOSEMAN, Jerry	Virginia Department of Highways & Transportation	
BOZARTH, Donald	National Capital Planning Commission	
CONLEY, S.R.	Virginia Department of Highways & Transportation	
DuBOIS, Joan	Supervisor Falck's Fairfax County Office	
FAHL, Douglas R.	Dewberry and Davis	
FOWLER, John P. II	Dewberry and Davis	
GRESHAM, Robert	National Capital Planning Commission	
JEFFREY, William C.	Virginia Department of Highways & Transportation	
JOHNSON, Andrew C.	Ad Hoc Committee	
KEITH, D. C.	Virginia Department of Highways & Transportation, NoVA	
MAXFIELD, Kent A.	Ad Hoc Committee	
	Central Intelligence Agency	STAT
PANT, Shiva K.	Fairfax County Office of Transportation	
RICHARDS, Lilla	McLean Citizens Association	
ROBERTS, Kitty L.	National Park Service-George Washington Memorial Pkwy	
	Central Intelligence Agency	STAT